

HONOLULU SUPPLEMENT.

HONOLULU, NOVEMBER 3, 1869.

LATE FOREIGN NEWS.

The arrival of the U. S. Ship of war, *Mohican*, 19 days from San Francisco, places us in possession of California papers to the 12th ult. The *Comet* left that port on the 10th ult. The *Atlas* of the 12th says:

The North German bark *Nympha*, which arrived from Antwerp, reports that on the 10th inst., she was run into by the bark *Comet*, bound for Honolulu. A portion of the main rigging on the port side and a part of the monkey-rail of the *Nympha* was carried away—the *Comet* apparently receiving no damage.

The *Mercury* was to leave on the 12th. Her passage over was 21 days.

The telegrams below give the most important items of news.

American News.

Ex-President Franklin J. Pierce expired at his residence at Concord, N. H., on the 5th of October. He was born in 1804, was elected to the Presidency in 1853.

Concord, Oct. 5.—Ex-President Pierce's disease was chronic inflammation of the stomach, with dyspepsia and effusion in the abdomen. The funeral takes place Monday noon. The bar of Merrimack county held a meeting today, and a Committee was appointed to make proper arrangements for the funeral.

CHICAGO, Oct. 9.—Admiral Farragut has been several days here lying dangerously ill, at the Sherman House, of congestive chills. Great apprehensions are felt for his recovery.

Oct. 10.—Admiral Farragut was considerably better last night, though he is still in a precarious condition.

BIRMINGHAM, Oct. 8.—Both Houses today ratified the Fourteenth and Fifteenth Amendments. In the House only six votes were against the Fourteenth, and two against the Fifteenth. The Legislature has adjourned till October 25th.

PORTLAND, Oct. 9.—Secretary Boutwell delivered an address to a large audience to-night in favor of the Republican State ticket, most of which was devoted to financial questions. He stated that the policy of the Administration is to pay the public debt, principal and interest, in coin or its equivalent. He claimed that if none of the public debt had been paid since 1865, it would now amount to thirty-two hundred millions, in addition to the three hundred and fifty-six millions of notes in circulation. If we pay a hundred millions yearly, which we can do under the present system of taxation, the public debt will be extinguished in fourteen years. By paying it off at the rate of fifty millions yearly, the interest-bearing debt can be extinguished in twenty-six years; or, by paying it off at the rate of twenty-six millions yearly, in thirty years. Secretary Boutwell considers it certain, unless there should be some disturbance of the peace of the world, or some national calamity, that we can completely refund the debt at a rate of interest not exceeding four and a half per cent. and thus save from eighteen to twenty-five millions yearly. Fifty-six millions of the debt have been paid since March 1st. The Secretary stated the reasons which controlled the Administration in the application of the surplus fund, and concluded with an appeal to the working-men to see the means of education furnished to all children, to inculcate justice and rule the land under the principles of virtue and intelligence.

NEW YORK, Oct. 10.—Mr. Frigate, agent of the Rothchild is expected in this city soon. He comes, it is stated, to tender on the part of the famous bankers a loan to any extent our Government may desire. This voluntary action on the part of the Rothchild is said to have been prompted by the discovery that certain German capitalists contemplated offering our Government a loan at 4 per cent. Mr. Frigate said he authorized to make the same proposal.

The *See* says some Americans applied for permission to land a cable on the French coast and had been refused. All the usual forms had been complied with, but the Government informed them the exclusive privilege of landing cables had been granted to Messrs. Blandin and Blandin.

All of the members of the law firm charged with fraud in the Blandin divorce case have been lodged in jail to await the action of the Grand Jury.

WILMINGTON, Oct. 10.—The coal was removed from the steamer *Cuba* (Hornet) today. There were only 10 tons on board—barely sufficient for steaming eight hours, which is good because in this district.

CINCINNATI, Oct. 11.—The Cuban Junta have sent an agent to Wilmington to ascertain what Capt. Higgins took the *Hornet* into that port. This far he has not reported to the Junta. Most of the members assert that he had no sufficient reason for entering that port.

WASHINGTON, Oct. 11.—Senator Hennes, the Cuban Envoy, with Mr. King of the Cuban Junta, arrived from New York and returned again last evening. During the day they had an informal interview with the Secretary of State and the Secretary of the Treasury concerning the seizure of the *Hornet*. Hennes is very confident she will be released, but on what grounds he does not state. He contends that when the trial comes on the officers of the *Hornet* will be able to show that she cleared in due form from a British port. He denies the story of her officers having run into Wilmington for the purpose of being captured.

WASHINGTON, Oct. 11.—Letters received in this city state that on the 17th September, the Island of St. Thomas was visited by an earthquake at 2:50 P. M., which shook the city of St. Thomas to its foundations. The shock was so severe as to cause many many buildings, shattering the walls of the Spanish and Union Hotels, and other large structures, which caused a general panic among the inhabitants, and an entire suspension of business. The city was covered with terror and confusion. The thermometer stood at 92 degrees and the barometer indicated fair weather. In the interval between the first shock and 11 o'clock P. M., nine distinct shocks occurred, producing terror and confusion. The writer concludes by saying: "I had experienced many severe shocks, but nothing compared with this yesterday. There has been nothing like it since the great earthquake of 1867."

The Peruvians are again in terror with earthquakes, that have occurred during August. Severe shocks happened on the 20th, 21st, 22d, all through Southern Peru. The steamer *Argo* off the coast of Peru, felt a marine shock on the 24th.

NEW YORK, (N.Y.) October 3.—This town was visited by a fearful hurricane last night. Vessels, wharves, houses and fish-houses were smashed to atoms. The steamer *Argo* narrowly escaped loss with all on board. She was driven ashore and lost both anchors and her rudder. Many merchants have lost all their property. Most of the fishing vessels are in pieces.

NEW YORK, (N.Y.) October 3.—Twenty-five vessels were blown ashore in Ramsey's Bay. The schooner *Rio* was lost in St. Andrews, with all on board. A bark at New River was lost with all on board, 17 in number.

Grand Menan Island was swept by the waves and all the wharves and smoke houses lost. The towns of Lubeck, Pendergast and Perry, lost heavily. Houses and barns were blown down. The tornado has been worse for Eastern than the great fire. The revenue cutter *Despatch* was disabled at the beginning of the storm and would render no assistance. All the smoke houses are down and immense quantities of smoked herring and oil lost. The loss cannot be less than half a million of dollars. A large part of the town is a perfect wreck.

BOSTON, October 9.—Two residents of New Castle (Me.) report that they were on the beach at 10 o'clock on Monday night last, and

that there was one tidal wave, which was eighteen feet high. They ran when they saw it coming, but one fell among the rocks, to which he clung, the waves going over him, it ran 125 feet above high water mark, and three minutes after there were no traces of it.

LEWISTON, (Me.) October 9.—The freight on Swift River, Oxford county, caused a rise of 35 feet in twelve hours. The Lewiston mill dam was swept away. Scores of farms were covered several feet deep with sand, and numerous houses and barns swept away, leaving the farmers along the river impoverished and homeless. People largely exempted with their children and are now in the mountains.

SEACONCH, (Mass.) October 10.—It commenced raining this afternoon, and still continues. The rain fall is as heavy as at any time during the great storm of last week.

ST. JOHNS, (N. B.) October 10.—The late storm was very destructive. Between Fredericton and St. John's over 50 houses and barns were destroyed or wholly destroyed. Many orchards were badly damaged. The damage in Albert county is estimated at \$1,500,000. It is reported that 15 dead bodies have been found at Grand Marais; but this is believed to be untrue.

NEWTONVILLE, N. B., October 11th.—In the tremendous gale the cable wires were destroyed. A tidal wave caused great destruction in the Bay of Fundy, and in and around St. John's. The water rose to a great height, tearing away and destroying an immense amount of property, wharves were raised, and ships, houses, barns, and cattle were swept away. The bridge of the European and North American railway was destroyed. In this small parish alone the loss is \$1,000,000.

European News.

VIENNA, October 10.—The Emperor Francis Joseph will start on his journey to the East October 24th. He will visit the Empress Eugenie at Constantinople, and in company with her Majesty and the Sultan proceed by way of Jaffa and Jerusalem to Suez, to attend the opening of the Suez Canal. The French Austrian and Turkish fleets will accompany their sovereigns on their voyage to the East.

LEON, October 10.—The funeral of Maria, the Fenian who died at King's College Hospital in this city October 3rd, took place today. It was attended by 6,000 people. The parents and other relatives of the deceased were present, wearing great sorrow.

A meeting, attended by not less than 4,000 persons, was held at Notting Hall today to advocate amnesty for Fenian prisoners. Inflammatory speeches were made, but the meeting was orderly.

DUBLIN, October 10.—A meeting and procession of those favoring Fenian amnesty was held here today. It was quite orderly.

MADRID, October 9.—The Mayor of Terrasa has taken command of a band of Republicans, and order has been restored in Valentia Galicia.

A conference was held yesterday between Gen. Prim, President Rivis, and Deputy Castellar and Figuerola, at which an endeavor was made to effect a compromise with the Republicans. No result was reached.

BREMEN, October 9.—In the Diet today the Budget for 1870 was submitted, and showed a deficit of five million four hundred thousand Thalers. It is proposed to meet it by increasing the excise and income tax 25 per cent.

BREMEN, October 6th.—King William opened the Diet today in his speech from the throne. He said an unavoidable deficit in the finances rendered an augmentation of taxes necessary, and he announced that reforms would be introduced, placing the eastern provinces on the basis of self-government, and that the new laws with regard to public education would be submitted. He alluded to the success of his efforts to preserve friendly relations with the other powers, and hoped he should have similar success in the future for the development of the resources and the maintenance of the independence of Germany.

The *Daily News* publishes a letter from Goldwin Smith, in opposition to the independence of Cuba, and opposing its annexation to the United States.

LOXES, October 6th.—A missionary has arrived from Zambar, bearing the welcome intelligence that Mr. Keith had received a letter from Dr. Livingston, dated February 1st. The Doctor was on Lake Arquipu, in good health, but short of provisions.

Miscellaneous.

LOSS OF THE DECAPODONT.—The Valparaiso *Mercurio* of September 24, publishes the following particulars of the loss of the American ship *Decapodont* on the 4th of July last, bound from Liverpool to San Francisco:

The steamer *Decapodont* was on the 4th of July last, Capt. P. N. Mayne and part of the officers of the American ship *Decapodont*, of San Francisco, which was last on the morning of July 4th, on Cape Pofia, in the northeast of the Island of Terra del Fuego.

The *Decapodont* sailed from Liverpool on the 25th of April, with a cargo of 2,900 tons consisting of iron, crockery and hardware. Her loss was occasioned by her having anchored near shore than was supposed, and when the breakers were discovered, she was becalmed and drifting with the current. The crew, 31 in all, including a woman, the stewardess, and a boy of 12 years, had hardly time to get into two small boats, which they succeeded in lowering, saving none of their effects but the clothes they had on, and not a mouthful of provisions.

For seventeen days they subsisted on the shellfish which they gathered from the rocks at low tide. At night they slept on shore around large fires which they lighted. The Indians treated them well, not offering them the slightest violence. By day they pursued their course southward, towards the straits of Le Maire, and on the seventeenth day after their shipwreck, fell in with the Norwegian bark *General Birk*, whose Capt. A. Amerongen, treated them with all possible kindness and attention, for which they feel profoundly thankful.

The *General Birk* landed the sufferers at Talcahuano on the 17th ult. Ten of them were left in the hospital at that port, and will certainly lose their toes, which are frost bitten.

The ship in 1867 carried from the port of Honolulu to New Bedford the largest cargo of oil ever shipped in a vessel from this place.

The *Comet* *Comet*.—After much sounding of the note of preparation, practical tests have been taken for the launching of the latter-day lot of the Chinese laboratory to Texas.

We are informed that General Walker left today on the steamer for New Orleans, on his way to San Francisco, to prepare and bring at once three hundred laborers, under contract with the Texas Central Railroad Company, to work on the road—*Columbia Chronicle*, Sept. 24th.

The directors of the Bank of Panama received recently a communication from New Orleans to the effect that a gentleman of that city would, in from three to four months, be prepared to forward to Aspinwall cargoes of Panama luminous coal, sufficient to supply the demands of the Pacific. He proposes carrying on this business in connection with the introduction into the Southern States of Chinese emigrants direct from Hongkong via Panama.

These emigrants the projectors will carry from Aspinwall in his own sailing vessels or steamers.

The expedition to Central Africa, under Sir Samuel Baker, was about to commence its journey. The force under his command consists of 1,000 of the Victoria's best troops, and five river steamers, which have been constructed in England, will also be at his disposal. It was stated that hostilities would be at once commenced against the Haritibie, who refuse to acknowledge the authority of the Viceroy. sanguine expectations are indulged that the result of the expedition will be delayed in the course of the first year, but we are not told on what data these expectations are founded.

Anna Bishop, who is now residing up the Hudson, declares that she will sink no more in public. In her professional capacity she has travelled quite round the globe, and at one

time, after a shipwreck in the Indian Ocean, journeyed fourteen hundred miles in an open boat.

A New York exchange has the following biography of Pere Hyacinthe:

Father Charles Loryon Hyacinthe, whose late independent course in Paris has excited such universal remark not only in the religious world, but among all classes, was born in Orleans, France, in 1827, and completed his education at Pau. In 1855 he was ordained at St. Sulpire, in which parish he subsequently officiated as priest, but in the meanwhile he studied theology four years and taught philosophy at Arignon, and afterward theology at Nantes. Having passed ten years in study and a novitiate of two years in the Lyons Convent of Carmelite Friars, he became a member of the Order and was first a preacher in that city. While there, his sermons, delivered at the Lyons, were considered remarkable. During Advent, in 1860, he preached at Bordeaux, and in the Lenten season of 1861 at Perigueux. It was during the summer of 1864 that he made his first appearance in Paris, preaching at the Church of the Madeleine, and afterward at Notre Dame, having prepared a course of sermons for Advent. Here he at once, by the eloquence and boldness of his utterances, attracted public attention and gained for him a brilliant reputation. He is a most popular preacher, and it is from this fact that his recent letter excites such wide spread comment. The latest report from Paris states that since its publication Father Hyacinthe has left his convent, and at the home of his parents will await the decision of the Council.

Immigration.

The Chamber of Commerce, of San Francisco, have had a meeting lately, on the subject of immigration. The difficulty attending the getting more labor, and more population, brings out there the knotty questions of where, and how, to get immigrants. Mr. Stow maintained that private enterprise, though associated, by a society organization, was inadequate to do the work. He remarked:

"The question of securing immigration to California is not one for discussion, no more than it is necessary to discuss the necessity for pure air and pure water, or pure food. In the East, it was invariably understood, as one of the necessary elements of prosperity to a State. A State might be geographically, ever so large, but all the square miles it contained were useless without immigration. From a careful consideration of the necessities of California, he saw that immigration was most important, and was in favor of any well matured movement by which immigrants could be conveyed to this country. He had, however, very little faith in the efforts made to that end, not supported by the State. Until the Legislature was properly alive to the importance of the movement, and properly organized, there could be no success in any movement inaugurated here. If we want to maintain our position against immigration, and any measure adapted to that end would have his hearty cooperation."

Mr. Warwick sketched the means used to induce immigration from Europe:

"He gave a short account of his own efforts in the cause of immigration. He traced through Europe for two years, and when he left Washington he never once dreamed of the difficulty which lay in his way, on this question. Thoroughly acquainted with the resources of the Coast, he explained them fully wherever he went. He gave numerous free lectures on immigration to the East, and other parts, and the result was that in 1858 more than 100,000 more than ever before. This he did not attribute to the lectures, but to the opposition line of steamers, because, at the present time, with the Pacific Railroad completed, by which the coast is made in 10 to 15 days, instead of three weeks, the immigration is not equal to that of last year. There were even more immigrants going East towards Omaha, than coming West. He maintained that lecturing was the means of promoting immigration, and making known the wealth of the State."

Mr. Martin spoke of the Society at the East, and the necessity they were under to support the immigrant until he could find employment. He said:

"The Society of which he was Secretary was started a year and a half ago. Its object, in the first place, was to encourage immigration from Europe. They applied to the Agent of the North German Lloyd's to put on a line of steamers. This was done. Two steamers were put on, and the result was that from two to three hundred Germans were landed every month. In a short time, two additional steamers were put on, and the arrivals now reach 1,500 to 2,000 per month. The Society has an agent in Germany, with four auxiliaries in different parts of the same country. The Society has also organized an Immigrant Home in Baltimore, capable of accommodating from 300 to 400 persons. When immigrants can remain until they get employment, or procure a suitable piece of land."

Mr. J. Ross Brown, just fresh from China, pointed out that Empire as the great source whence labor could be drawn, stating the fact that "he had lately arrived from a country where there was no scarcity of help. There, there were 300 persons to the square mile, while there was only one in the Pacific States."

Mr. Mooney, who appears to be a philanthropist of the first water, anxious to see that the political and personal rights of the immigrants were properly attended to, and also, that these new supplies would compete with the population already in the State, was politely "squeezed" by the Chamber deciding that they had no desire to turn their meeting into a political one.

The labor question, though a most important one for new states or countries, can hardly be discussed, it seems, anywhere, without provoking the liveliest excitement.

SIXTY YEARS IS A CAKE.—The *Pittsburgh Courier* describes the case of a son of a clergyman who had just died in the city of eighty-one, having become insane at college at the age of twenty-one. According to this astounding statement, for nearly two years he was confined, until his father's life had been repeatedly endangered by his violence, when he was restrained with chains for a couple of years, and then was placed in a strong cage in the garret of the house, whence he never came forth while he lived. No clothing could be kept on him; but in severe weather he would allow himself to be covered with a blanket, which lasted only till his propensity for destruction became stronger than his fear of the cold. His rage was not high enough for him to stand erect, and he remained crouching in a sitting posture, leaning back against the timber when he slept. His limbs could not be straightened, his hair was never trimmed, and for cleanliness he received only the attention given to a poorly-kept animal. In fact, he had lost all appearance of a human being, and had nearly lost his faculty of speech. No official or legal investigation of his case, or his class of cases, has ever been made by the Government, but he was left in this pitiable, unenlightened and Christian people, to howl and shriek and groan, and suffer the unnumbered horrors of mental madness for sixty years.

A CALVARIAN old lady, on being asked about the Universalist, observed, "Yes they expect that everybody will be saved; but we look for better things."

The Labor Law.

Mr. Estlin: For the last few days, much has been written, and much has been said in the streets and at public meetings on the subject of labor for plantations on these islands, and I have noticed that very many of the talkers forget, or have never learned, that the interests of the Planter and Mechanic are identical. Let the Mechanics lend their aid at the polls to destroy the planting interest, and when they have effected that object, they will find that they have effected their own ruin at one and the same time. Almost all the Mechanics of Honolulu are supported directly or indirectly by the Planters whom they are asked to ruin. And why ruin them? To better themselves? No sir! But to bring about utter ruin upon all—Planters, Merchants, Mechanics, and the Government; and for what reason, it may be asked, do these men desire to work such a great mischief? I answer: In the hope of bringing about annexation to the United States, so that they receive their reward for selling their adopted country.

To make up a political issue, they raise the cry of the unconstitutionality of the contract system as practiced here; not that they care a straw, who is locked up, so long as they are at liberty, or who draws, so long as they swim. Such would-be reformers have existed from the first, up to the present time. I am unable to see any more hardship in the Court compelling one man to perform his contract than another. A seaman must perform his contract or be imprisoned until he will do so. Hawaiians are engaged here to proceed to the Guano Islands of the United States, and under United States laws, and if they refuse to work, they are compelled to do so. I heard a speaker at one of the late meetings assert that the cases of seamen are not similar to plantation laborers. I say they are exactly alike. The maritime law is made to suit the emergency of the case, and so is the law of master and servant. If a ship does not proceed to sea, the interest of many suffers, and so does the interest of many suffer if a plantation stops. If maritime law is constitutional, so is the master and servant's law. If both are unconstitutional, why, then, repeal the law first that has been the longest sinning against freedom. That is only fair. If you would release one lot of men from their contracts, then release all, and we shall very soon be back to first principles. I see no more injustice in compelling a man who makes a contract to use his muscle for a given time, say months or years, to fulfill it, than any other contract. In his case the muscle is all he can furnish, and consequently it is all the contract he can make. Would it be constitutional to wholly deprive him from making contracts to work? If I am not misinformed the Chairman of several of the late meetings, who has been crying Constitution lustily from the house tops, has not hesitated to lend his aid to imprison a poor man, simply because he was too poor to pay \$250, yet he talks constitution very complacently. He will say probably that his man was imprisoned for refusing to obey the mandate of the Court; all very true, and so is the servant who deserts from service. He is brought before the Magistrate, and if he is convicted of having broken his contract, he is held by the Magistrate to return to his employer's service. If he does go, there is nothing more about it, but if he does not, he is imprisoned until he obeys the order of the Court. If he defies again, the law says, "the Justice may impose a penalty of three months' hard labor." To state the case correctly, not so much for the mere act of desertion, but because he has disobeyed the mandate of the Court. Then again I have heard nothing from these friends of reform, to lead me to suppose they will ask the Legislature to repeal a law on the statute book which imposes a penalty of six months' hard labor upon a native who shall break his contract, as a sailor. A contract in every way as open to criticism as the labor contract. I mean that where a native ships in a ship, deserts, and is arrested and not returned to his ship. Another peculiarity I noticed at the meetings, those who spoke most forcibly against the present system of labor, are men who have no interest in plantations or any thing else that I ever heard of except their own immediate selves. Not one of them but could pack up and be ready to leave the country in forty-eight hours, with, on any loss to themselves, or the country either for that matter.

I hope my brother mechanics will not be so easily led to their own hurt, if not mine, as some of these agitators suppose.

MECHANIC.

Regular Packet for Molokai.

Schr. Kamaile, Captain.

Will run as a regular packet between Honolulu and Molokai, touching at Kaula and Palakou. For freight or passage apply to the Captain on board or

For Hilo and Onomea, Hawaii.

Schr. Annie, Captain.

Will run as a regular packet to the above ports. For freight or passage apply to

IRA RICHARDSON, Importer and Dealer in Boots, Shoes, Fine Clothing, Furnishing Goods, Perfumery, &c., corner of Fort and Merchant Streets, Honolulu. Also, Agent for the Hawaiian Soap Co. Orders received, and promptly executed. Particular attention paid to the shipment of goods to the other Islands.

FOR SALE!

OLD KONA COFFEE

In Quantities to Suit by

H. HACKFELD & Co.

NOTICE.

THE PARTNERSHIP HERETOFORE existing between A. ROBERT & P. BERNARD, under the name of A. Robert & Co., is this day dissolved by mutual consent. The business will hereafter be carried on by the undersigned, who will collect all debts and pay all liabilities.

P. BERNARD, Honolulu October 1st 1869.—39-40

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BY LATE ARRIVALS!

From the Best Manufacturers

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A Choice Assortment of Drugs,

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PATENT MEDICINES,

—Consisting in Part of—

Acids, Alcohols, Balsams, Blaustone,

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Roots and Gums of different kinds.

Lubin's Extracts and Soaps,

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Patent Medicines of all kinds,

Gillman's Celebrated Pulmonary Troches,

Dr. Steven's Cough Syrup,

Dr. Scott's Emulsion,

Dr. Grimault's, and

Boudault's Peppine.

R. R. R. Medicines,

Sarsaparilla, Pills, and

Ointments,

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The Above Medicines

—WILL BE SOLD—

Either Wholesale or Retail,

At the Lowest Prices.

Orders from the other Islands are solicited. Ship Medicines, Chemicals, and Prescriptions of all kinds, carefully put up.

—We offer the above Stock at Prices as Low as the Lowest, at

The Family Drug Store,

Corner of Fort and Hotel Streets.

FOR SALE!

The British Brig

BYZANTIUM,

With a Carrying capacity of about 300 tons.

Was built in Yarmouth, England, of the very best of Oak, is staunch and strong, and well fitted in every respect, and can be sent to sea without any outlay for repairs.

She would make an Excellent

Whaler.

For particulars, apply to Captain Calhoun,

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For Sale!

The New, Centre-board Sloop Boat

FEARLESS,

Coppered and Copper-fastened throughout, and built in a most thorough manner. Is in complete order and ready for use, and is well adapted for a pleasure-boat, or for freight or carrying passengers to and from vessels lying outside. Can be seen at Emma's Ship Yard. For particulars, apply to

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HUMBOLDT POTATOES,

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WHITE PEA BEANS,

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Just Received and for Sale!

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At FORD'S,

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—FROM BOSTON—